

IOWA

Commercial Vehicle Safety Plan

for the

Federal Motor Carrier Safety Administration's

Motor Carrier Safety Assistance Program

Fiscal Year 2014

Part 1 - GENERAL OVERVIEW

Section 1.1 – Mission or Goal Statement

The State of Iowa is committed to reducing the number of traffic crashes resulting in injury and loss of life with coordinated enforcement and educational efforts focused on commercial vehicle operators, and other vehicles operating in the vicinity of commercial vehicles.

The Iowa Department of Transportation - Office of Motor Vehicle Enforcement, in partnership with the Iowa Department of Public Safety - Iowa State Patrol, will establish and implement effective roadside driver/vehicle inspection and enforcement, carrier-based compliance, and educational outreach programs.

Through the combined efforts of the agencies involved, the goal of the state is to meet or exceed the Federal Motor Carrier Safety Administration national goal of 0.14 per one-hundred million VMT (recorded in 2011) by reducing the Iowa commercial motor vehicle fatality-related rate of 0.19 per one-hundred million VMT (recorded in 2012) to 0.14 or less by September 30, 2014.

Section 1.2 – Program Structure

MOTOR VEHICLE ENFORCEMENT (LEAD AGENCY):

Management of the Office of Motor Vehicle Enforcement is centralized at the Iowa DOT Motor Vehicle Division Building in Ankeny, Iowa.

MVE is comprised of 135 full-time positions (127 sworn and 8 civilian) of which 95 are MCSAP Certified. Ten officer positions are currently vacant. MVE anticipates hiring ten new officers in the upcoming fiscal year.

Administrative personnel located in the Ankeny Headquarters include the Chief, 2 Majors, 2 Lieutenants, 1 Training Officer, 1 CMV Information Line Officer, and 2 civilian support staff. The state is divided into six enforcement areas, each supervised by a Field Captain. Assigned to the six field enforcement areas are 11 Sergeants and 71 Motor Vehicle Officers. Located strategically across the state are 5 Motor Carrier Investigators and 6 Hazardous Material Specialists.

Currently, 91 uniformed personnel (Officers, Sergeants, MC Investigators, HM Specialists, and Captains) are Level I certified. An additional 10 new uniformed officers will be Level 1 certified in FY 2013. There are currently 69 General Hazardous Material (GHM) officers certified (an additional 17 officers will be GHM certified during FY 2013), 53 Cargo Tank certified, and 8 Passenger Vehicle certified.

MCSAP enforcement activities are performed in conjunction with Size and Weight enforcement activities at 12 fixed site facilities and while on random patrol in all geographic areas of the state. MVE strives to schedule 40 percent of the officers' available time to fixed site facilities. Motor Vehicle Enforcement Officers completed 52,322 Level I thru V inspections in FY 2012.

IOWA STATE PATROL (SUBGRANTEE):

Iowa State Patrol Administrative staff offices are located in Des Moines, Iowa with MCSAP Troopers strategically located across the state. The Iowa State Patrol MCSAP Program consists of 1 Captain, 1 Lieutenant, 1 Sergeant, 8 full-time Troopers, 18 part-time Troopers, and 2 civilian support staff. Full-time Troopers are Level II certified and part-time Troopers are Level III certified. In FY 2012, 5,728 inspections were conducted by Troopers with the Iowa State Patrol.

Enforcement emphasis is placed on the detection of drivers who violate out-of-service orders, identifying drivers involved in criminal activities, safety belt usage, and traffic enforcement. Monitoring of out-of-service drivers by officers has also been emphasized with documented cases referred to FMCSA for further action.

| Participating Agency | Column A Number of Certified CMV Inspectors (Non-Sworn) | Column B Number of Certified CMV Officers (Sworn) | Column C Number of Officers in Column B supported by MCSAP Funds |
|-------------------------------------|--|--|---|
| Motor Vehicle Enforcement (Grantee) | 0 | 95 | 95 |
| Iowa State Patrol (Subgrantee) | | 29 | 29 |
| | | | |
| | | | |
| | | | |
| | | | |
| Total | 0 | 124 | 124 |

Section 1.3 – MCSAP Minimum Requirements:

| Existing | Planned | Activities aimed at removing impaired CMV drivers from the highways through adequate enforcement of restrictions on the use of alcohol and controlled substances and by ensuring ready roadside access to alcohol detection and measuring equipment. Check all that apply: |
|-------------------------------------|--------------------------|---|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Provide basic training for roadside officers and inspectors to detect drivers impaired by alcohol or controlled substance. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Make portable breath testers available to roadside officers and inspectors. |
| <input type="checkbox"/> | <input type="checkbox"/> | Other <i>Enter description</i> |
| | | |
| Existing | Planned | Interdiction activities affecting the transportation of controlled substances by CMV drivers and training on appropriate strategies for carrying out those interdiction activities. Check all that apply: |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Provide training for roadside officers and inspectors to detect indicators of controlled substance trafficking. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Ensure interdiction officers are available as a resource if an officer/inspector suspects controlled substance trafficking. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Engage in interdiction activities. |
| <input type="checkbox"/> | <input type="checkbox"/> | Other <i>Enter description</i> |
| | | |
| Existing | Planned | Activities to enforce registration (i.e., operating authority) requirements under 49 U.S.C. 13902, 49 CFR Part 365, 49 CFR Part 368, and 49 CFR 392.9a by prohibiting the operation of (i.e., placing out of service) any vehicle discovered to be operating without the required operating authority or beyond the scope of the motor carrier's operating authority. Check all that apply: |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Have a policy requiring officers/inspectors to check the operating authority status of every vehicle inspected. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Have a policy requiring officers/inspectors to place out of service any vehicle found to be operating with sufficient authority. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Provide training for officers/inspectors to check the operating authority status of every vehicle inspected, including training for the system the State uses to conduct the checks. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Implementing management reporting to track officer/inspector compliance with policy. |
| <input type="checkbox"/> | <input type="checkbox"/> | Other <i>Enter description</i> |

| Existing | Planned | Activities to enforce financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139, and 49 CFR Part 387. Check all that apply: |
|-------------------------------------|-------------------------------------|---|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Conducts reviews of intrastate motor carriers and as part of the review checks Part 387 compliance. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Legislation exists to enforce financial responsibility. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Implement a policy requiring officers/inspectors to check the financial responsibility status of every vehicle inspected. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Train officers/inspectors to check the financial responsibility status of every vehicle inspected. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Implement management reporting to track officer/inspector compliance with policy. |
| <input type="checkbox"/> | <input type="checkbox"/> | Other <i>Enter description</i> |

Part 2 – PROGRAM EFFECTIVENESS SUMMARY

Section 2.1 – State Fatality Reduction Goals: 2008 – 2012

DATA SOURCE: MCMIS - 04/26/2013 and Iowa DOT - 05/29/2013

| Measurement Period | | Fatalities | Goal | Actual |
|--------------------|------------|-----------------|------|------------------|
| Begin Date | End Date | Number of Lives | | Indicate Outcome |
| 1/1/2008 | 12/31/2008 | 78 | 0.22 | 0.25 |
| 1/1/2009 | 12/31/2009 | 65 | 0.20 | 0.21 |
| 1/1/2010 | 12/31/2010 | 91 | 0.20 | 0.29 |
| 1/1/2011 | 12/31/2011 | 63 | 0.16 | 0.20 |
| 1/1/2012 | 12/31/2012 | 65 | 0.16 | 0.21 |

Narrative:

Limited staffing resources and weather-related issues had an impact on achieving goals.

NOTE: VMT calculation for years 2008-2012 was based on all vehicles per 100 million vehicle miles traveled. Fatalities were based on Large Trucks.

Section 2.2 – State Motorcoach/Passenger Fatality Reduction Goals: 2008 – 2012

DATA SOURCE: MCMIS - 04/26/2013 and Iowa DOT - 05/29/2013.

| Measurement Period | | Fatalities | Goal | Actual |
|--------------------|------------|-----------------|------|------------------|
| Begin Date | End Date | Number of Lives | | Indicate Outcome |
| 1/1/2008 | 12/31/2008 | 2 | | 0.006 |
| 1/1/2009 | 12/31/2009 | 5 | | 0.016 |
| 1/1/2010 | 12/31/2010 | 3 | | 0.009 |
| 1/1/2011 | 12/31/2011 | 4 | | 0.013 |
| 1/1/2012 | 12/31/2012 | 2 | | 0.006 |

Narrative:

No goals were established during this time frame. Motor Vehicle Enforcement's Passenger Vehicle Team conducted destination and terminal passenger vehicle inspection checks at locations receiving high passenger vehicle traffic volume to ensure compliance with operating authority, insurance, vehicle driver and occupant regulations

NOTE: VMT calculation for years 2008-2012 was based on all vehicles per 100 million vehicle miles traveled. Fatalities were based on Buses.

Section 2.3– State Hazardous Materials Incident Reduction Goals: 2008 – 2012

DATA SOURCE: SAFETYNET - 06/07/2013 and Iowa DOT - 5/29/2013

| Measurement Period | | Fatalities | Goal | Actual |
|--------------------|------------|---------------------------------|------|------------------|
| Begin Date | End Date | Number of Lives (if applicable) | | Indicate Outcome |
| 1/1/2008 | 12/31/2008 | 2 | | 0.006 |
| 1/1/2009 | 12/31/2009 | 3 | | 0.010 |
| 1/1/2010 | 12/31/2010 | 2 | | 0.006 |
| 1/1/2011 | 12/31/2011 | 0 | | 0.000 |
| 1/1/2012 | 12/31/2012 | 1 | | 0.003 |

Narrative:

Motor Vehicle Enforcement was not tracking HM incidents during this time period, therefore, no goals were established.

NOTE: VMT calculation for years 2008-2012 was based on all vehicles per 100 million vehicles miles traveled. Fatalities were based on Large Trucks with HazMat involvement.

Section 2.4 – Data Quality Improvement Goal from Previous Year – Report on Outcomes

| SSDQ Category | Goal in CVSP | Actual |
|--------------------------------|--------------|--------|
| Crash Record Completeness | Green | Green |
| Non-Fatal Crash Completeness | Green | Green |
| Fatal Crash Completeness | Green | Green |
| Crash Timeliness | Green | Green |
| Crash Accuracy | Green | Green |
| Crash Consistency | Green | Green |
| Inspection Record Completeness | Green | Green |
| Inspection VIN Accuracy | Green | Green |
| Inspection Timeliness | Green | Green |
| Inspection Accuracy | Green | Green |

Narrative:

During FY 2012, Iowa maintained an overall state rating of "Good" in all the SSDQ categories listed above.

Source: Iowa: State Safety Data Quality Historical Report - 03/22/13

Section 2.5 – Outreach and Education Goals from Previous Years – Report on Outcomes

| | |
|---|---|
| Activity: | |
| Goal: <i>FY 2009 - 20 HazMat Educational Seminars 115 Educational Seminars</i> | Actual: <i>34 HazMat Educational Seminars 147 Educational Seminars</i> |
| Narrative: <i>The previous Training Coordinator reported no issue in meeting the goal.</i> | |
| Activity: | |
| Goal: <i>FY 2010 - 20 HazMat Educational Seminars 135 Educational Seminars</i> | Actual: <i>Insert outcome (#, %, etc, as appropriate).</i> <i>14 HazMat Educational Seminars 113 Educational Seminars</i> |
| Narrative: <i>Cancellations, staffing levels, and other HM responsibilities (i.e., safety audits, compliance reviews) were obstacles that were encountered in not achieving HazMat Educational Seminar goal.</i> | |
| Activity: | |
| Goal: <i>FY 2011 - 20 HazMat Educational Seminars 135 Educational Seminars</i> | Actual: <i>10 HazMat Educational Seminars 192 Educational Seminars</i> |
| Narrative: <i>The previous Training Coordinator reported no issues in meeting the goal for Education Seminars. However, cancellations and staffing levels had an impact on achieving HazMat Educational Seminar goal.</i> | |
| Activity: <i>Describe Outreach and Education activity planned.</i> | |
| Goal: <i>FY 2012 - 20 HazMat Educational Seminars 135 Educational Seminars</i> | Actual: <i>24 HazMat Educational Seminars 291 Educational Seminars.</i> |
| Narrative: <i>The previous Training Coordinator reported no issue in meeting the goal.</i> | |

Section 2.6 – State Specific Goals from Previous Year – Report on Outcomes

| | |
|--|---|
| Activity: <i>The Passenger Vehicle Team will conduct destination inspection projects at key destination locations and on roving patrol in high traffic areas. Pre-scheduled Level V terminal inspection will be performed at Iowa domiciled passenger carrier business locations.</i> | |
| Goal: <i>Decrease the number of personal injuries from 201 reported in 2008 by 15%. This represents 30 fewer injuries resulting from passenger carrying vehicle crashes.</i> | Actual: <i>The number of personal injuries from passenger carrying vehicle crashes decreased from 201 in 2008 to 139 in 2012. This represents 62 fewer injuries as a result of crash.</i> |
| Narrative: <i>There were no difficulties in achieving goal.</i> | |
| Activity: <i>Driver/Vehicle Inspection Projects and Traffic Enforcement activities will be performed in eight targeted counties.</i> | |
| Goal: <i>Reduce the number of CMV-related fatal crashes from 38% of the statewide total in 2011, to no higher than 25% of the statewide total in 2012.</i> | Actual: <i>There were seven CMV-related fatal crashes in the eight targeted counties, resulting in a 10% reduction of the statewide total of 67 in 2012.</i> |
| Narrative: <i>There were no difficulties in achieving goal.</i> | |
| Activity: <i>Improve the percentage of commercial vehicle inspection reports uploaded to MCMIS with accurate Vehicle Identification Numbers (VIN).</i> | |
| Goal: <i>Increase the percentage of completeness on VINs for power units from 91% in 2011 to 98% by 2012.</i> | Actual: <i>Percentage of VIN completeness was increased to from 91% in 2011 to 98% in 2012.</i> |
| Narrative: <i>Difficulties: Officers often felt they were in harm's way to retrieve a piece of data that had nothing to do with roadside safety. Officers often found that out-of-state registrations were the source of the erroneous VIN numbers.</i> <i>Lessons learned: MVE employed several tactics including use of web and laptop-based applications to discover errors on vehicle registration forms, training of officers to recheck VIN plates and hidden VINs on vehicles, and warnings on inspection programs to prevent poor data being entered. It was a team effort to achieve the goal.</i> | |

Part 3 – FY 2014 STATE CMV SAFETY PROGRAM OBJECTIVES

Section 3.1 – Crash Reduction Goal

Problem Statement Narrative: *Based on 2012 fatality crash reports submitted to MCMIS and maintained in SAFETYNET, 58 fatal crashes involving 71 commercial motor vehicles statewide claimed 67 lives. MCMIS Crash Time of Day statistics indicate that 60 of the 71 CMV crashes occurred between 6 AM and 6 PM.*

The State has identified seven counties that claimed 16 lives of those 58 fatal crashes. These 16 people represent 28 percent of the CMV-related deaths in 2012.

The counties identified in descending order by number of fatal crashes are: Johnston (3), Woodbury (3), Crawford (2), Linn (2), Polk (2), Scott (2) and Sioux (2).

The state will conduct 24 high crash corridor checks in seven targeted counties with the goal of reducing crash rate by 10 percent or greater by September 30, 2015.

Data Source: MCMIS 5/24/2013 and SAFETYNET 06/27/2013

(Performance Objective (can reflect multi-year goals):

Beginning: 10-1-13 Ending: 09-30-15 Crash Reduction Goal: 10%

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections IN PART 4 (CHECK ALL THAT APPLY):

- ☒ Conduct Driver and Vehicle Inspections (insert activity projections in Section 4.1)
- ☒ Conduct Traffic Enforcement Activities (insert activity projections in Section 4.3)
- ☐ Conduct Carrier Interventions (insert activity projections in Section 4.4)
- ☐ Conduct Public Education and Awareness (describe activities in Section 4.5)
- ☐ Conduct Effective Data Collection and Reporting (describe activities in Section 3.2)

Program Activity Plan:

Driver/Vehicle Inspection projects and Traffic Enforcement activities will be performed in the seven targeted counties. Events will be conducted within the seven identified counties at locations to be determined by the supervising Field Captain, through further analysis of crash location data and field investigation.

The State will monitor and evaluate the effectiveness of its CMV Crash Reduction Goal by quarterly and annually by evaluating the following data elements:

Performance Measurement 1

The State will conduct 24 high crash corridor Driver/Vehicle Inspection projects and Traffic Enforcement activities within the seven targeted counties. The project will be conducted during one workday, will be at least eight hours in duration, and will be staffed by at least three MCSAP certified officers. A minimum of 576 officer hours will be dedicated to this project.

The MCSAP Manager will monitor and report on a quarterly basis the number of Crash Corridor checks, number of inspections and officer hours

| Crash Corridor Special Checks | 1st Quarter | 2nd Quarter | 3rd Quarter | 4th Quarter | YTD / Annual Total | Projected Total |
|--------------------------------------|--------------------|--------------------|--------------------|--------------------|---------------------------|------------------------|
| Number of Events | | | | | 0 | 24 |
| Officer Hours | | | | | 0 | 576 |
| Inspections | | | | | 0 | N/A |

Fiscal year 2014 fatality crash reports for each of the identified seven counties will be tracked and monitored as they are received. The number of fatal crashes and the number of deaths for these seven counties, along with statewide fatal crash and deaths totals will be compared with the percentage of gain or loss noted.

The MCSAP Manager will monitor and report on a quarterly basis the number of CMV-related crashes occurring statewide and in the identified seven counties. The results will be reported to the Major in charge of field operations and to FMCSA. Crash reduction performance will be evaluated quarterly with a comparison of the number of fatal crashes and deaths in the seven targeted counties to the statewide total numbers, and the resulting percentage of year-to-date change.

| Fatal CMV Related Crashes FFY 2014 | 1st Quarter Oct-Nov-Dec | 2nd Quarter Jan-Feb-Mar | 3rd Quarter Apr-May-Jun | 4th Quarter Jul-Aug-Sep | YTD / Annual Total | Goal |
|---|------------------------------------|------------------------------------|------------------------------------|------------------------------------|---------------------------|----------------|
| Johnson (103) | | | | | 0 | |
| Woodbury (193) | | | | | 0 | |
| Crawford (047) | | | | | 0 | |
| Linn (113) | | | | | 0 | |
| Polk (153) | | | | | 0 | |
| Scott (163) | | | | | 0 | |
| Sioux (167) | | | | | 0 | |
| Total | 0 | 0 | 0 | 0 | 0 | |
| Statewide Total | | | | | 0 | |
| Seven County % | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | 10% or greater |

Performance Measurement 2

MVE will conduct a minimum of 40 Level III checks in FY 2014. A Level III check will focus on “Driver Only” Level III Inspections. Projects will be conducted during one workday, will be at least eight hours in duration, and will be staffed by at least three MCSAP certified officers. High CMV traffic volume areas and rural roadways will be selected for these events. A minimum of 960 officer hours will be dedicated to Level III projects.

The MCSAP Manager will monitor and report on a quarterly basis the actual number of Level III events, number of inspections and officer hours.

| Level III Special Checks | 1st Quarter | 2nd Quarter | 3rd Quarter | 4th Quarter | YTD / Annual Total | Projected Total |
|-------------------------------------|------------------------|------------------------|------------------------|------------------------|-----------------------------------|----------------------------|
| Number of Events | | | | | 0 | 40 |
| Officer Hours | | | | | 0 | 960 |
| Inspections | | | | | 0 | N/A |

Performance Measurement 3

MVE will conduct a minimum of 42 Community-Based checks in FY 2014. A Community-Based inspection project will focus on Level I inspections in an area not typically receiving Level I activity, such as a community in a rural area. The projects will be conducted during one workday, will be at least eight hours in duration, and will be staffed by at least three MCSAP certified officers. A minimum of 1,008 officer hours will be dedicated to the Community-Based Level I inspection project.

The MCSAP Manager will monitor and report on a quarterly basis the number of Community-Based events, number of inspections and officer hours.

| Community-Based Checks | 1st Quarter | 2nd Quarter | 3rd Quarter | 4th Quarter | YTD / Annual Total | Projected Total |
|-----------------------------------|------------------------|------------------------|------------------------|------------------------|-----------------------------------|----------------------------|
| Number of Events | | | | | 0 | 42 |
| Officer Hours | | | | | 0 | 1,008 |
| Level 1 Inspections | | | | | 0 | N/A |

Section 3.2 – State CMV Safety Program Data Quality Objective

Per FMCSA's A&I system snapshot dated: *MCMIS 04/26/2013*

☒ State is green in all safety data quality elements.

OR:

Problem Statement Narrative: *Enter narrative*

| SSDQ Category | Current | Goal in FY 2014 |
|--------------------------------|---------|--------------------|
| Crash Record Completeness | SELECT | SELECT |
| Non-Fatal Crash Completeness | SELECT | SELECT |
| Fatal Crash Completeness | SELECT | SELECT |
| Crash Timeliness | SELECT | SELECT |
| Crash Accuracy | SELECT | SELECT |
| Crash Consistency | SELECT | SELECT |
| Inspection Record Completeness | SELECT | SELECT |
| Inspection VIN Accuracy | SELECT | SELECT |
| Inspection Timeliness | SELECT | SELECT |
| Inspection Accuracy | SELECT | SELECT |

Program Activity Plan:

The State will use the following strategies to improve each non-green category:

Enter activity plan including measureable milestones and performance measures.

The State will monitor and evaluate the effectiveness of its CMV Safety Program Data Quality Objective quarterly and annually by evaluating the following data elements:

Performance Measurement 1 (Required)

Describe the performance measure and how the State will conduct ongoing monitoring of progress.

Performance Measurement 2 (Optional)

Describe the performance measure and how the State will conduct ongoing monitoring of progress.

Performance Measurement 3 (Optional)

Describe the performance measure and how the State will conduct ongoing monitoring of progress.

Section 3.3 – State-Specific CMV Safety Program Objectives

In addition to the State's CMV Crash Reduction Goal for 2014, the State is required to address both Passenger CMV transportation and Hazardous Materials CMV transportation in its CVSP. FMCSA encourages the State to identify State-specific sub-goals that it believes will help reduce the overall fatality rate. Based on a careful analysis of its crash data, a State may wish to conduct specific types of enforcement activities targeted at hazardous material vehicles and passenger carriers, along certain high crash corridors, during specific times of day or days of the week, or focused on specific unsafe driving practices (distracted driving, speeding, following too closely, etc.). The State may want to check A&I to see if inspections are occurring where crashes occur. FMCSA encourages the State to focus on innovative enforcement approaches to address localized crash causation problem areas identified. These approaches would be in conjunction with traditional statewide program activities and would target existing and emerging areas of crash causation within respective jurisdiction.

Section 3.3.1 – Passenger Transportation Safety (Required)

Describe the State's efforts to address passenger transportation safety, if applicable.

☒ As evidenced by the data indicated in Part 2 – Program Effectiveness Summary, the State does not have a passenger transportation safety problem and will not establish a specific passenger transportation crash reduction goal in FY 2014. However, the State will continue traffic enforcement and to enforce the FMCSRs against passenger transportation CMVs in a manner consistent with its enforcement for all CMVs and other activities as described either below or in Part 4 – National Program Element Activities.

During the years 2008 through 2012, the average fatalities resulting from a passenger vehicle crash was 3.2 percent. (MCMIS 4/26/12)

OR:

Problem Statement Narrative: *Enter narrative*

Performance Objective: *Enter performance objective(s)*

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in Part 4.

- ☐ Conduct Driver and Vehicle Inspections (insert activity projections in Section 4.1)
- ☐ Conduct Traffic Enforcement Activities (insert activity projections in Section 4.3)
- ☐ Conduct Carrier Interventions [CSA] (insert activity projections in Section 4.4)
- ☐ Conduct Public Education and Awareness (describe activities in Section 4.5)

Program Activity Plan:

Additional information regarding how these activities will be implemented, if not described in Part 4.

Performance Measurement 1 (Required)

Section 3.3.2 – Hazardous Materials Transportation Safety (Required)

☒ As evidenced by the data indicated in Part 2 – Program Effectiveness Summary, the State does not have a hazardous materials safety problem that warrants a separate program or plan. As a result, the State will not establish a specific hazardous materials crash reduction goal in FY 2014. However, the State will continue to conduct traffic enforcement and enforce the FMCSRs against hazardous materials CMVs in a manner consistent with its enforcement for all CMVs as described either below or in Part 4 – National Program Element Activities.

Insert additional justification for no Hazardous Materials Activities, if necessary

In the past, Iowa did not have a performance standard for reducing CMV-related fatalities involving hazardous materials transportation. According to the NAFTA Safety Stats, Iowa's percentage of crashes involving hazardous material vehicles totaled 1.1 percent in 2011 compared to the national high of 8.5 percent. There were 8 fatal truck accidents with HazMat involvement during years 2008 through 2012.

Data Source: Crash Data from 12-16-2012 MCMIS; Iowa DOT - 06-06-2013

Section 3.3.3 – State-Specific Safety Program Objective 1: CMV Safety Improvement

Problem Statement Narrative: *This project, initiated in FY 2008, indicated safety belt compliance rates by CMV drivers ranged from 59 percent to 62 percent, which was below the national average for CMV drivers and significantly below the compliance rate for Iowa non-commercial drivers. The project has been continued each year since, and seatbelt compliance improvements as of March 2013 were noted at 86 percent.*

Data Source: Based on seatbelt compliance surveys conducted in districts throughout the state.

Performance Objective: *Increase safety belt usage by CMV drivers to 90 percent by covertly observing compliance and conducting high visibility enforcement projects.*

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections:

- ☒ Conduct Driver and Vehicle Inspections (insert activity projections in Section 4.1)
- ☒ Conduct Traffic Enforcement Activities (insert activity projections in Section 4.3)
- ☐ Conduct Carrier Interventions [CSA] (insert activity projections in Section 4.4)
- ☒ Conduct Public Education and Awareness (describe activities in Section 4.5)

Program Activity Plan:

Additional information regarding how these activities will be implemented, if not described in Part 4.

Pre and Post check surveys will be conducted for approximately three hours in length. Field captains will determine the location for the surveys in their respective areas. Officers will monitor CMV traffic and record the total number of CMV's observed and the number of CMV drivers in compliance with safety belt usage. Officers will utilize vehicles and attire not recognizable as enforcement related in an effort to gain an accurate measure of compliance.

Performance Measurement 1

A minimum of six projects will be conducted annually, with at least one project in each of the six Field Captain's enforcement districts. A single project consists of a pre-event survey, an enforcement event, and a post-enforcement survey.

Activity reports for the projects will record the number of commercial motor vehicles observed in the pre and post surveys and the enforcement phase, the time of day, location, and the number of safety belt violations discovered during the enforcement phase. The report will provide a summary of any change in compliance rates noted for that location.

Field Captains will submit individual project results to the Major of Special Operation one week after post-enforcement survey. Upon review, Major will forward results to the MCSAP Manager for inclusion in the quarterly report to FMCSA. Effectiveness of the overall project and the impact on CMV driver safety belt compliance will be evaluated on a quarterly basis.

Overall project performance will be evaluated annually with a comparison of actual activities compared to number projected.

| Safety Belt Compliance | 1st Quarter | 2nd Quarter | 3rd Quarter | 4th Quarter | YTD / Annual Total | Projected Total |
|----------------------------------|-------------|-------------|-------------|-------------|--------------------|-----------------|
| Number of Events | | | | | 0 | 6 |
| Officer Survey Hours | | | | | 0 | 18 |
| Inspections (all levels) | | | | | 0 | N/A |
| Safety Belt Violations | | | | | 0 | N/A |
| Pre-enforcement Compliance Rate | | | | | 0 | N/A |
| Post-enforcement Compliance Rate | | | | | 0 | 90% |

Section 3.3.4 – State-Specific Safety Program Objective 2: *CMV HM Transportation Safety*

Problem Statement Narrative: *2012 MCMIS data available at A&I Online indicates that out of 175 out-of-service hazardous material inspections in Iowa, 160 vehicles (90.91%) were placed out of service for improper securement of non-bulk hazardous material cargo. Cargo securement of non-bulk hazardous material is an issue controllable by the driver with proper pre-trip inspection and corrective action.*

Performance Objective: *In FY 2014, reduce the percentage of vehicles placed out-of-service for securement of non-bulk hazardous material by 15% - from 91% to 76%. We intend to accomplish this objective by gaining a higher level of compliance through increasing the number of hazardous material inspections from 4,100 in FY 2013 to 4,200 in FY 2014, conducting 30 special hazardous material enforcement projects, and conducting 20 educational HM seminars for CMV drivers.*

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections.

- ☒ Conduct Driver and Vehicle Inspections (insert activity projections in Section 4.1)
- ☒ Conduct Traffic Enforcement Activities (insert activity projections in Section 4.3)
- ☐ Conduct Carrier Interventions [CSA] (insert activity projections in Section 4.4)
- ☒ Conduct Public Education and Awareness (describe activities in Section 4.5)

Program Activity Plan:

Hazardous Materials certified enforcement officers will conduct driver/vehicle inspections on commercial vehicles transporting HazMat, will identify and record violations, and place vehicles out of service according to CVSA guidelines.

Hazardous Materials certified enforcement officers will conduct educational training seminars for the motor carrier industry, with a focus on compliance to hazardous material regulations, including non-bulk cargo securement verification during the pre-trip inspection.

Performance Measurement 1

MVE will conduct 4,200 Level I and II Hazardous Material CMV roadside inspections in FY 2014.

MVE will conduct a minimum of thirty (30) Level I Hazardous Material Checks in FY 2014. These checks will focus on vehicles transporting hazardous materials. Projects will be conducted during one workday, will be at least eight hours in duration, and will be staffed by at least three MCSAP/General HazMat certified officers. A minimum of 720 officer hours will be dedicated to Hazardous Material projects.

The MCSAP Manager will monitor and report the number of hazardous material events, hours, violations and Level I and II inspections.

| HazMat Inspections | 1st Quarter | 2nd Quarter | 3rd Quarter | 4th Quarter | YTD / Annual Total | Projected Total |
|---------------------------|--------------------|--------------------|--------------------|--------------------|---------------------------|------------------------|
| Inspections/Level I & II | | | | | 0 | 4,200 |
| HM Violations | | | | | 0 | N/A |
| Other Violations | | | | | 0 | N/A |
| Driver OOS | | | | | 0 | N/A |
| Vehicle OOS | | | | | 0 | N/A |

| HazMat Checks | 1st Quarter | 2nd Quarter | 3rd Quarter | 4th Quarter | YTD / Annual Total | Projected Total |
|----------------------|--------------------|--------------------|--------------------|--------------------|---------------------------|------------------------|
| Number of Events | | | | | 0 | 30 |
| Officer Hours | | | | | 0 | 720 |

| Unsecured Non-bulk HM | 1st Quarter | 2nd Quarter | 3rd Quarter | 4th Quarter | YTD / Annual Total | Projected Total |
|------------------------------|--------------------|--------------------|--------------------|--------------------|---------------------------|------------------------|
| Non-bulk HM Insp. OOS Rate | | | | | | 76% |

Performance Measurement 2

MVE will conduct a minimum of 20 dedicated hazardous material educational seminars in FY 2014. Seminars will be conducted during one workday, will be at least three hours in duration, and will be staffed by at least one MCSAP/General HazMat certified officer. A minimum of 60 officer hours will be dedicated to hazardous material educational projects

The MCSAP Manager will monitor and report on a quarterly basis the number of hazardous material training seminars, officer hours and number in attendance.

| Educational Seminars | 1st Quarter | 2nd Quarter | 3rd Quarter | 4th Quarter | YTD / Annual Total | Projected Total |
|-----------------------------|--------------------|--------------------|--------------------|--------------------|---------------------------|------------------------|
| HazMat Educational Seminars | | | | | 0 | 20 |
| Seminar Hours | | | | | 0 | 60 |
| Number in Attendance | | | | | 0 | N/A |

Section 3.3.5 – State-Specific Safety Program Objective 3: *Passenger Transportation Safety*

Problem Statement Narrative: *The number of passenger carrying vehicles involved in MCMIS reportable crashes decreased from 137 in 2011 to 108 in 2012. The number of injuries as a result of a crash decreased from 174 in 2011 to 139 in 2012. By September 30, 2015, reduce number of injuries as a result of a crash by 10 percent.*

MCMIS 05/24/13

Performance Objective: *Decrease the number of passenger carrying vehicles involved in personal injury crashes from 139, reported in 2012, by 10 percent. This represents a decrease of 14 passenger carrying vehicle crashes involving personal injury.*

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections.

- ☒ Conduct Driver and Vehicle Inspections (insert activity projections in Section 4.1)
- ☒ Conduct Traffic Enforcement Activities (insert activity projections in Section 4.3)
- ☐ Conduct Carrier Interventions [CSA] (insert activity projections in Section 4.4)
- ☐ Conduct Public Education and Awareness (describe activities in Section 4.5)

Program Activity Plan:

The Passenger Vehicle Team will conduct destination inspection projects at key destination locations. Pre-scheduled Level V terminal inspections will be performed at Iowa domiciled passenger carrier business locations. Terminal inspections will include carriers serving as contractors for urban and rural transit operations that are not directly operated by government entities.

The State will coordinate with FMCSA the number of curbside inspections performed.

Performance Measurement 1

Describe the performance measure and how the State will conduct ongoing monitoring of progress

In FY 2014, MVE intends to inspect a total of 315 passenger carrier vehicles.

Passenger Vehicle Destination--The State will conduct a minimum of six Passenger Vehicle Destination Projects in FY 2014. These projects will focus on Level I, Level II and Level III Inspections. The project will be conducted during one workday, will be at least eight hours in duration, and will be staffed by at least two MCSAP/Passenger Vehicle certified officers. A minimum of 96 officer hours will be dedicated to PVI Destination Projects

| Passenger Vehicle Destination Projects | 1st Quarter | 2nd Quarter | 3rd Quarter | 4th Quarter | YTD / Annual Total | Projected Total |
|---|--------------------|--------------------|--------------------|--------------------|---------------------------|------------------------|
| Number of Events | | | | | 0 | 6 |
| Officer Hours | | | | | 0 | 96 |
| Inspections | | | | | 0 | 315 |
| Violations | | | | | 0 | N/A |
| Driver OOS | | | | | 0 | N/A |
| Vehicle OOS | | | | | 0 | N/A |

Passenger Vehicle Terminal--The State will conduct a minimum of four Passenger Vehicle Terminal Projects in FY 2014. These checks will focus on Level V Inspections. The project will be conducted during one workday, will be at least eight hours in duration, and will be staffed by at least two MCSAP/Passenger vehicle certified officers. A minimum of 64 officer hours will be dedicated to PVI Terminal Projectss

| Passenger Vehicle Terminal Projects | 1st Quarter | 2nd Quarter | 3rd Quarter | 4th Quarter | YTD / Annual Total | Projected Total |
|--|--------------------|--------------------|--------------------|--------------------|---------------------------|------------------------|
| Number of Events | | | | | 0 | 4 |
| Officer Hours | | | | | 0 | 64 |
| Inspections | | | | | 0 | N/A |
| Violations | | | | | 0 | N/A |
| Driver OOS | | | | | 0 | N/A |
| Vehicle OOS | | | | | 0 | N/A |

Part 4 – FY 2014 NATIONAL PROGRAM ELEMENTS ACTIVITIES

Based on the overall FMCSA crash reduction goal and the State-specific goals, the State will use this section to describe the specific activities (per 49 CFR 350.109) that it will use to meet the goals.

Note: The State can access detailed counts of its core MCSAP performance measures, such as roadside inspections, traffic enforcement activity, review activity, and data quality by quarter for the current and past two fiscal years using the State Quarterly Report and CVSP Data Dashboard, on the A&I Online website. The Data Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at:

<http://ai.fmcsa.dot.gov/StatePrograms/Home.aspx> (user id and password required).

In completing this section, the State need not repeat the broad program objectives or performance measurements established in the previous goals section of the plan. This section is to provide information on the specific activities the State will use to achieve those goals, and how the State will measure the specific outputs associated with the goal. Measuring outputs should include both a quantitative and a qualitative component.

Enforcement of Out-of-Service Orders at Roadside:

Command and Control software used by Iowa named Mobile Architecture for Communications Handling (MACH) is interfaced with the roadside CMV inspection software in TraCS. MACH includes functionality in which a motor carrier USDOT number is submitted to identify motor carriers with outstanding federal out-of-service orders, enabling the officer to take enforcement action roadside. In the past, Performance and Registration Information Systems Management (PRISM) checks were done at the discretion of the officer.

New software modifications are being developed that will require officers to perform PRISM checks in order to complete necessary reporting requirements. This software modification will be tested and implemented by fourth quarter of FY 2014. In the meantime, officers will be encouraged to do PRISM check at each CMV stop with the goal of identifying 75 percent of out-of-service carriers.

Limiting Wireless Communications:

While conducting CMV traffic enforcement activities, officers will be observant, and enforce the prohibitions contained in 392.80A. Education of drivers on the dangers of distracted driving and the rules prohibiting texting in CMVs will be part of the education outreach extended to motor carriers, and through web-based resources.

Motorcoach Safety Action Plan:

Motor Vehicle Enforcement will continue to place emphasis on conducting driver/vehicle inspections on passenger carrying vehicles through destination inspection projects and terminal visits to passenger carriers. En-route inspections will be incorporated on a limited basis in targeted areas, if approval to conduct these types of activities is granted on a national basis. MVE will participate with the FMCSA—Iowa Division on planned curbside activities.

Section 4.1 – Driver/Vehicle Inspections

| FY 2014 Driver/Vehicle Inspection Goals Motor Vehicle Enforcement | | | | | | | | | | | |
|--|------------|--------|-----------|--------|---------------------|-----------------------------------|----|----|----|-------|---------------------|
| Inspection Level | 2014 Goal | | | | Percentage by Level | Results (To be updated quarterly) | | | | | Percentage by Level |
| | Non-Hazmat | Hazmat | Passenger | Total | | Q1 | Q2 | Q3 | Q4 | Total | |
| Level 1 | 7,000 | 1,050 | 75 | 8,125 | 18.4 | | | | | 0 | |
| Level 2 | 14,575 | 3,150 | 95 | 17,820 | 40.4 | | | | | 0 | |
| Level 3 | 17,900 | 0 | 75 | 17,975 | 40.7 | | | | | 0 | |
| Level 4 | 0 | 0 | 0 | 0 | 0 | | | | | 0 | |
| Level 5 | 150 | 0 | 70 | 220 | 0.5 | | | | | 0 | |
| Level 6 | 0 | 0 | 0 | 0 | 0 | | | | | 0 | |
| Level 7 | 0 | 0 | 0 | 0 | 0 | | | | | 0 | |
| Sub Total Agency 1 | 39,625 | 4,200 | 315 | 44,140 | 100 | 0 | 0 | 0 | 0 | 0 | |
| Iowa State Patrol | | | | | | | | | | | |
| Inspection level | 2014 Goal | | | | Percentage by Level | Results (To be updated quarterly) | | | | | Percentage by Level |
| | Non-Hazmat | Hazmat | Passenger | Total | | Q1 | Q2 | Q3 | Q4 | Total | |
| Level 1 | | | | 0 | | | | | | 0 | |
| Level 2 | 425 | | | 425 | 1.8 | | | | | 0 | |
| Level 3 | 5,100 | | | 5,100 | 21.5 | | | | | 0 | |
| Level 4 | | | | 0 | | | | | | 0 | |
| Level 5 | | | | 0 | | | | | | 0 | |
| Level 6 | | | | 0 | | | | | | 0 | |
| Level 7 | | | | 0 | | | | | | 0 | |
| Sub Total Agency 2 | 5,525 | 0 | 0 | 5,525 | 23.30 | 0 | 0 | 0 | 0 | 0 | |
| Total ALL Agencies | 45,150 | 4,200 | 315 | 49,665 | | 0 | 0 | 0 | 0 | 0 | |

NOTE: TO UPDATE THE “TOTAL” FIELDS, RIGHT CLICK ON THE NUMBER; CLICK ON “UPDATE FIELD”.

Section 4.2 – General Roadside and Fixed-Facility Inspection Program

Iowa has 12 permanent fixed-site scale locations, two of them have weigh-in-motion technology located on the entrance ramps. Each patrol vehicle is assigned 6 to 8 Haenni portable scales, which are used to weigh commercial vehicles in high-volume traffic corridors away from scale site locations, remote areas of the state, and on bypass routes near permanent fixed-site scale facilities.

| Existing | Planned | To ensure excellence in its inspection program, the State will (CHECK ALL THAT APPLY): |
|-------------------------------------|--------------------------|---|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Use management reports to ensure that staff are meeting established inspection quantity, quality and timeliness goals. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Track violation and out-of-service rates of individual staff as compared to statewide, regional and national averages to ensure the quality and effectiveness of inspections is maintained. Take actions where anomalies exist. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Use management reports to ensure that the state is meeting established quantity, quality and timeliness goals. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Monitor checks of financial responsibility at roadside to ensure that they are being performed consistently and properly. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Monitor checks of Commercial Driver's License status at roadside to ensure they are being performed consistently and properly. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Monitor checks of OOS carrier's inspected at roadside to ensure that they are being performed and not allowed to proceed. |
| <input type="checkbox"/> | <input type="checkbox"/> | Other <i>Enter description</i> |
| <input type="checkbox"/> | <input type="checkbox"/> | Other <i>Enter description</i> |
| <input type="checkbox"/> | <input type="checkbox"/> | Other <i>Enter description</i> |

| Existing | Planned | To ensure uniformity among inspectors, the State will (CHECK ALL THAT APPLY): |
|-------------------------------------|--------------------------|--|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Develop and implement policies regarding the quantity, quality and timeliness of inspections. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Provide refresher training on statutory (USC) and regulatory (CFR) changes. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Provide refresher training on OOS criteria changes and inspection bulletin updates. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Provide refresher training on program policy (interpretations and program policy memos) and procedural changes (guidance and procedural documents such as the New Applicant Screening Procedure or electronic Field Operations Training Manual) changes. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Analyze management reports regarding the quantity, quality and timeliness of inspections for individuals and the program as a whole. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Conduct direct observation and monitoring of staff. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Provide individual coaching and training to staff having difficulty meeting required goals. |
| <input type="checkbox"/> | <input type="checkbox"/> | Other <i>Enter description</i> |
| <input type="checkbox"/> | <input type="checkbox"/> | Other <i>Enter description</i> |
| <input type="checkbox"/> | <input type="checkbox"/> | Other <i>Enter description</i> |

Section 4.3 – Traffic Enforcement

To reduce the number and severity of commercial vehicle-related crashes, Motor Vehicle Enforcement (Lead Agency) and Iowa State Patrol (Subgrantee) will conduct traffic enforcement activities directed toward the drivers of commercial motor vehicles committing dangerous and negligent traffic violations. The number of activities and projects will be tracked with internal reports documenting the number of inspections performed, officers hours worked, and the number and type of traffic enforcement violations detected.

High CMV traffic volume, high CMV crash rate areas, work zones, and rural roadways will be selected for these events.

Motor Vehicle Enforcement (MVE) will conduct traffic enforcement related activities on CMVs while performing an estimated 8,125 Level I, 17,820 Level II, 17,975 Level III, and 220 Level V inspections during day-to-day activities and focused enforcement projects.

MVE will conduct twenty-four traffic enforcement projects in the identified high crash rate areas, and will include the seven counties identified in the Crash Reduction Goal of the State CMV Safety Program Objectives. The high crash corridor projects will involve speed enforcement and other CMV driver-related enforcement activities. The projects will be conducted during one workday, will be at least eight hours in duration, and will be staffed by at least three MCSAP certified officers. A minimum of 576 hours will be dedicated to the high crash corridor traffic enforcement projects. The number of projects and resulting performance will be tracked with internal reports.

Iowa State Patrol (ISP) will conduct traffic enforcement related activities on CMVs while performing an estimated 425 Level II and 5,100 Level III inspections during day-to-day activities and focused enforcement projects.

ISP will conduct twelve Level III traffic enforcement projects in selected high CMV traffic volume, high CMV crash rate areas, work zones and rural roadways. A project will be conducted during two workdays, each day at least eight work hours in duration, and will be staffed by at least six MCSAP certified officers. A minimum of 1,152 officers hours will be dedicated to these twelve ISP projects. The number of activities and projects will be tracked with internal reports.

ISP will conduct two work zone projects. The work zone project will be conducted during two workdays, will be at least eight hours in duration each day, and will be staffed by at least six MCSAP certified officers. Projects will be conducted in highway work zone corridors identified in the top seven counties with high CMV related crashes. A minimum of 192 officer hours will be dedicated to the work zone projects.

| MVE High Crash Corridor Project | 1st Quarter | 2nd Quarter | 3rd Quarter | 4th Quarter | YTD / Annual Total | Projected Total |
|--|--------------------|--------------------|--------------------|--------------------|---------------------------|------------------------|
| Number of Events | | | | | 0 | 24 |
| Officer Hours | | | | | 0 | 576 |
| Inspections | | | | | 0 | N/A |
| Violations | | | | | 0 | N/A |
| Driver OOS | | | | | 0 | N/A |
| Vehicle OOS | | | | | 0 | N/A |

| ISP Level III Project | 1st Quarter | 2nd Quarter | 3rd Quarter | 4th Quarter | YTD / Annual Total | Projected Total |
|------------------------------|--------------------|--------------------|--------------------|--------------------|---------------------------|------------------------|
| Number of Events | | | | | 0 | 12 |
| Officer Hours | | | | | 0 | 1,152 |
| Inspections | | | | | 0 | N/A |
| Violations | | | | | 0 | N/A |
| Driver OOS | | | | | 0 | N/A |
| Vehicle OOS | | | | | 0 | N/A |

| ISP Work Zone Project | 1st Quarter | 2nd Quarter | 3rd Quarter | 4th Quarter | YTD / Annual Total | Projected Total |
|------------------------------|--------------------|--------------------|--------------------|--------------------|---------------------------|------------------------|
| Number of Events | | | | | 0 | 2 |
| Officer Hours | | | | | 0 | 192 |
| Inspections | | | | | 0 | N/A |
| Violations | | | | | 0 | N/A |
| Driver OOS | | | | | 0 | N/A |
| Vehicle OOS | | | | | 0 | N/A |

MVE and ISP, through a joint effort, will conduct four traffic enforcement projects. These projects will focus on high CMV traffic volume, crash rate areas, work zones and rural roadways. The projects will be conducted during two workdays, will be at least eight hours in duration, and will be staffed by at least eight MCSAP certified officers. A minimum of 512 officer hours will be dedicated to these four MVE/ISP projects. The number of activities and projects will be tracked with internal reports.

| MVE/ISP Joint Agency Project | 1st Quarter | 2nd Quarter | 3rd Quarter | 4th Quarter | YTD / Annual Total | Projected Total |
|-------------------------------------|--------------------|--------------------|--------------------|--------------------|---------------------------|------------------------|
| Number of Events | | | | | 0 | 4 |
| Officer Hours | | | | | 0 | 512 |
| Inspections | | | | | 0 | N/A |
| Violations | | | | | 0 | N/A |
| Driver OOS | | | | | 0 | N/A |
| Vehicle OOS | | | | | 0 | N/A |

MVE/ISP Traffic Enforcement Activity

| | 1st Quarter | 2nd Quarter | 3rd Quarter | 4th Quarter | YTD / Annual Total | Projected Total |
|---|-------------|-------------|-------------|-------------|-----------------------|--------------------|
| MVE - Level II & III TE Inspections | | | | | 0 | 35,795 |
| ISP - Level II & III TE Inspections | | | | | 0 | 5,525 |
| 392.2C FTO Traffic Control Device | | | | | 0 | N/A |
| 392.2FC Following too Close | | | | | 0 | N/A |
| 392.2LC Improper Lane Change | | | | | 0 | N/A |
| 392.2P Improper Passing | | | | | 0 | N/A |
| 392.2R Reckless Driving | | | | | 0 | N/A |
| 392.2S Speeding | | | | | 0 | N/A |
| 392.2T Improper Turns | | | | | 0 | N/A |
| 392.2Y Failure to Yield Right of Way | | | | | 0 | N/A |
| 392.3 Operating a CMV while ill or Fatigued | | | | | 0 | N/A |
| 392.4a Driver uses or is in Possession of drugs | | | | | 0 | N/A |
| 392.5a Driver uses or in Possession of alcohol | | | | | 0 | N/A |
| 392.16 Safety Belt | | | | | 0 | N/A |

| Existing | Planned | To ensure excellence in its traffic enforcement program, the State will (CHECK ALL THAT APPLY): |
|-------------------------------------|--------------------------|--|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Use management reports to ensure that officers conducting traffic enforcement activities have an acceptable number of vehicle contacts per time period worked. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Use management reports to ensure that the percentage of CMV and non-CMV contacts do not exceed the program policy of not more than 5% of reimbursed activities will be towards non-CMVs. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Monitor the type and quantity of citations issued (though not establishing a quota) as compared to other officers to ensure program quality and effectiveness. |
| <input type="checkbox"/> | <input type="checkbox"/> | Other <i>Enter description</i> |
| <input type="checkbox"/> | <input type="checkbox"/> | Other <i>Enter description</i> |
| <input type="checkbox"/> | <input type="checkbox"/> | Other <i>Enter description</i> |

| Existing | Planned | To ensure uniformity among traffic enforcement officers, the State will (CHECK ALL THAT APPLY): |
|-------------------------------------|--------------------------|---|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Develop and implement policies regarding the quantity, quality and timeliness of traffic enforcement activities. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Provide refresher training on statutory (USC) and regulatory (CFR) changes. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Analyze management reports regarding the quantity, quality and timeliness of traffic enforcement activities for individuals as well as the program as a whole. Take action when anomalies are identified. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Conduct direct observation and monitoring of staff. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Provide individual coaching and training to staff having difficulty meeting required goals. |
| <input type="checkbox"/> | <input type="checkbox"/> | Other <i>Enter description</i> |
| <input type="checkbox"/> | <input type="checkbox"/> | Other <i>Enter description</i> |
| <input type="checkbox"/> | <input type="checkbox"/> | Other <i>Enter description</i> |

Section 4.4 – Carrier Interventions

DESCRIBE THE STATE’S IMPLEMENTATION OF FMCSA’S INTERVENTIONS MODEL TO THE MAXIMUM EXTENT POSSIBLE FOR INTERSTATE CARRIERS AND ANY REMAINING OR TRANSITIONING COMPLIANCE REVIEW PROGRAM ACTIVITIES FOR SPECIFIC MOTOR CARRIER POPULATIONS (E.G., INTRASTATE MOTOR CARRIERS). IN COMPLETING THE TABLE BELOW, THE STATE IS ESTABLISHING THEIR PERFORMANCE OBJECTIVE.

Iowa does not have a Compliance Review Program.

Note: The FY 2014 Carrier Investigation Estimation table is designed to collect State projections for the number of interventions and investigation activities estimated for FY 2014. Training and implementation of CSA offsite investigations should be fully completed for all States during FY 2013. The State may still be conducting traditional motor carrier safety compliance reviews of intrastate motor carriers. Therefore, the CVSP may contain projections for both CSA investigations and compliance reviews of intrastate carriers.

Performance Objective:

| Existing | Planned | To ensure excellence in its carrier intervention program, the State will (CHECK ALL THAT APPLY): |
|--------------------------|--------------------------|--|
| <input type="checkbox"/> | <input type="checkbox"/> | Review work products for errors and ensure that the intervention is conducted in a manner consistent with standard procedures. |
| <input type="checkbox"/> | <input type="checkbox"/> | Provide ongoing training to investigators to ensure knowledge of the most current intervention practices. |
| <input type="checkbox"/> | <input type="checkbox"/> | Ensure investigators use the most recent version of the eFOTM. |
| <input type="checkbox"/> | <input type="checkbox"/> | Other <i>Enter description</i> |
| <input type="checkbox"/> | <input type="checkbox"/> | Other <i>Enter description</i> |
| <input type="checkbox"/> | <input type="checkbox"/> | Other <i>Enter description</i> |

Program Activity Plan:

Describe components of the State’s Carrier Intervention efforts that are not already detailed as part of a specific program goal.

State does not have a Compliance Review Program.

Performance Measure:

Describe the measure the State will use to monitor progress towards the annual goals. Further, describe how the State measures qualitative components of its carrier intervention program (not just outputs).

| FY 2014 Carrier Investigation Estimates | | | | | | | | | | | | |
|---|-----------|---|----|----|----|-------|-----------|---|----|----|----|-------|
| Review Type | Estimated | Interstate Results (to be updated quarterly) | | | | | Estimated | Intrastate (to be updated quarterly) | | | | |
| | | Q1 | Q2 | Q3 | Q4 | Total | | Q1 | Q2 | Q3 | Q4 | Total |
| Non Rated Reviews (Excludes CSA & SCRS) | | | | | | | | | | | | |
| Non-HM Cargo | | | | | | | | | | | | |
| Passenger | | | | | | | | | | | | |
| HM | | | | | | | | | | | | |
| Non Rated (Excludes CSA & SCRs) Total | 0 | | | | | | 0 | | | | | |
| CSA Off-Site Investigations | | | | | | | | | | | | |
| Non HM Cargo CSA Offsite | | | | | | | | | | | | |
| Passenger CSA Offsite | | | | | | | | | | | | |
| HM CSA Offsite | | | | | | | | | | | | |
| CSA Offsite Investigations Sub-Total | 0 | | | | | | | | | | | |
| CSA On-Site Focused Investigations | | | | | | | | | | | | |
| Non HM Cargo CSA On-Site Focused | | | | | | | | | | | | |
| Passenger CSA On-Site Focused | | | | | | | | | | | | |
| HM CSA On-Site Focused | | | | | | | | | | | | |
| CSA On-Site Focused Sub-Total | 0 | | | | | | | | | | | |
| CSA On-Site Comprehensive | | | | | | | | | | | | |
| Non HM Cargo CSA On Site Comprehensive | | | | | | | | | | | | |
| Passenger CSA On Site Comprehensive | | | | | | | | | | | | |
| HM CSA On Site Comprehensive | | | | | | | | | | | | |
| CSA On-Site Comprehensive Sub Total | 0 | | | | | | | | | | | |
| CSA Investigations (all Types) Total | 0 | | | | | | | | | | | |
| HM-Related Review Types | | | | | | | | | | | | |
| Security Contact Reviews (SCRs) Total | | | | | | | | | | | | |
| Cargo Tank Facility Reviews Total | | | | | | | | | | | | |
| Shipper Reviews Total | | | | | | | | | | | | |
| HM-Related Review Types Total | 0 | | | | | | | | | | | |
| All Review Types Grand Total | 0 | | | | | | Total | | | | | |

Additional Narrative: *Enter narrative*

Section 4.5 – Public Education & Awareness

Problem Statement Narrative:

With Iowa adopting the "Toward Zero Deaths" initiative and the transportation industry in Iowa having an expectation of cooperation between Motor Vehicle Enforcement, ongoing outreach is imperative to the success of lowering transportation related deaths.

Performance Objective 1:

Conduct 20 Agriculture Outreach Programs reaching at least 600 farmers, ranchers and other agribusiness owners or employees. A minimum of 40 Officer hours will be dedicated to Agricultural Outreach Programs.

Performance Objective 2:

Conduct 20 Hazardous Materials Outreach Programs reaching at least 100 owners, operators or employees of businesses transporting or providing hazardous materials for transportation. A minimum of 40 Officer hours will be dedicated to Hazardous Materials educational projects.

Performance Objective 3:

Conduct 5 Passenger Transportation Educational Seminars reaching at least 50 passenger carrier drivers. A minimum of 10 hours will be dedicated to passenger educational projects.

Performance Objective 4:

Conduct 115 General Motor Carrier Educational Seminars reaching at least 1,700 owners, drivers and employees. A minimum of 230 hours will be dedicated to General Motor Carrier Educational projects. Some of the areas stressed in the presentation will be safety belt usage, driver behavior, and rules prohibiting texting in CMVs.

Program Activity Plan 1:

Training Officer will reach out to colleges, major agribusinesses, and agricultural associations to host and advertise educational opportunities. Training Officer will research and prepare presentations that address the safety concerns of the government as well as the needs of the individual organizations.

Program Activity Plan 2:

The Training Officer or Hazard Materials Specialist will reach out to colleges, industry associations, and businesses to host and advertise educational opportunities. The Training Officer and Hazardous Materials Specialist will research and prepare presentations that address the safety concerns of the government as well as the needs of the individual organizations.

Program Activity Plan 3:

The Training Officer or Passenger Carrier Inspector will reach out to colleges, industry associations, and businesses to host and advertise educational opportunities. The Training Officer and Passenger Carrier Inspector will research and prepare presentations that address the safety concerns of the government as well as the needs of the individual companies.

Program Activity Plan 4:

The Training Officer will reach out to colleges, industry associations and companies to host and advertise educational opportunities. The Training Officer will research and prepare presentations that address CDL, load securement, vehicle safety and driver safety concerns of the government as well as the needs of the individual organizations.

Performance Measurement Plan:

MVE will track the number of educational seminars conducted for the motor carrier industry, associations, and other interested entities, the number of hours devoted to outreach, and the number of persons in attendance.

MVE will conduct 160 Educational Seminars to interested motor carriers, government agencies and civic groups upon request.

The number of programs delivered and the number of attendees will be monitored by the MCSAP Manager, who will report the information to FMCSA and MVE management on a quarterly basis.

| Educational Seminars | 1st Quarter | 2nd Quarter | 3rd Quarter | 4th Quarter | YTD / Annual Total | Projected Total |
|---------------------------------|------------------------|------------------------|------------------------|------------------------|-----------------------------------|----------------------------|
| HazMat Educational Seminars | | | | | 0 | 20 |
| Educational Seminars | | | | | 0 | 140 |
| | | | | | | |
| Total Educational Seminars | | | | | 0 | 160 |
| | | | | | | |
| Number in Attendance | | | | | 0 | N/A |
| Officer Hours | | | | | 0 | N/A |